

FEDERAL BUREAU OF INVESTIGATION

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Date January 17, 1964

On January 13, 1964, Mr. ROY S. TRULY, Superintendent, Texas School Book Depository (TSBD), 411 Elm Street, Dallas, Texas, was contacted on another matter at which time he advised that it was his firm conviction that LEE HARVEY OSWALD did not plan the assassination of President JOHN F. KENNEDY before approximately 10:30 AM on November 21, 1963. TRULY pointed out that although he has since learned that the parade route of the presidential motorcade was made public on November 19, 1963, he has noticed in these articles, after reading them after November 22, 1963, that the parade route was "buried" at the end of an article in which the heading and main theme concerned the seating arrangements of United States Senator RALPH YARBOROUGH. TRULY pointed out that unless a person read the article in its entirety, which most people would not do, they would not have seen the paragraph which mentioned the parade route.

TRULY noted that at approximately 10:30 AM, on November 21, 1963, the first issue of the "Dallas Times Herald" appeared on the downtown streets of Dallas displaying a schedule of the President's route prominently in the middle of the first page. Before this schedule appeared TRULY stated that he was completely unaware of the parade route, or in fact that there would even be a downtown parade, and that he had heard no conversation from any of the employees at the TSBD concerning this parade. After the "Times Herald" appeared on the downtown streets there was immediately considerable excitement and conversation among the employees at the TSBD concerning the fact that the parade would pass right in front of their building.

TRULY also pointed out that the news media has erroneously stated that the only possible route a parade could take from the downtown area to the Dallas Trade Mart was past the TSBD. TRULY pointed out that this is not true and he knows of at least two other routes from the downtown area which would not pass in front of the TSBD. TRULY stated that one way would have been to turn right off Main Street onto Lamar Street to the Continental Viaduct and then onto Stemmons Freeway to the Trade Mart. The other way would have been to continue straight ahead on Main Street to Industrial Boulevard and then onto Stemmons Freeway and the Trade Mart. Mr. TRULY pointed out he considered either of these two routes to be better from a political consideration since they both went through factory

on 1/13/64 at Dallas, Texas File # DL 100-10483

by Special Agent JAMES P. HOSTY, JR. / em Date dictated 1/14/64

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districts where large numbers of industrial employees might observe the parade route; however, the route actually chosen was through a predominantly "white collar" district and passed very few if any industrial plants.